Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1-11 (Cancelled).

12. (New) A method for operating a drive train of a motor vehicle with an automated gearwheel change gearbox, an automated clutch, and a control device for controlling the gearwheel change gearbox and the clutch, the clutch being opened when shifting takes place from an original gear to a target gear of the gearwheel change gearbox, comprising triggering the automated clutch for closing before the target gear is fully engaged, and determining a triggering moment (t_{trig}) for the automated clutch as a function of at least one of operational parameters and state variables of the drive train.

13. (New) The method as claimed in claim 12, wherein the triggering moment (t_{trig}) is determined as a function of a desired profile of a clutch position during closing of the clutch.

14. (New) The method as claimed in claim 13, wherein the desired profile has a smaller gradient within a range around a clutch gripping point than outside said range.

15. (New) The method as claimed in claim 12, wherein determining the triggering moment (t_{trig}) comprises determining a first interval t_{eng} which is necessary in order to engage the target gear and a second interval t_{grip} which is necessary in order to reach the gripping point of the clutch to determine the triggering moment (t_{trig}) from said intervals.

16. (New) The method as claimed in claim 13, wherein determining the triggering moment (t_{trig}) comprises determining a first interval t_{eng} which is necessary in order to engage the target gear and a second interval (t_{grip}) which is necessary in order to reach the gripping point of the clutch to determine the triggering moment (t_{trig}) from said intervals.

17. (New) The method as claimed in claim 15, wherein a safety period (t_{saf}) is taken into consideration in determining the triggering moment (t_{trig}).

18. (New) The method as claimed in claim 16, wherein a safety period (t_{saf}) is taken into consideration in determining the triggering moment (t_{trig}).

19. (New) The method as claimed in claim 17, wherein the safety period (t_{saf}) is variable.

20. (New) The method as claimed in claim 17, wherein the safety period (t_{saf}) is variable.

21. (New) The method as claimed in claim 12, further comprising comparing the clutch position with progress of the engagement of the target gear during closing of the clutch and, depending on a result of the comparing changing the desired profile of the clutch position.

22. (New) The method as claimed in claim 21, further comprising in again opening the clutch after breaking off the closing of the clutch and again beginning to close the clutch only after the target gear is fully engaged.

23. (New) The method as claimed in claim 19, wherein the safety period t_{saf} is varied as a function of at least one of a third interval t_{act} between a moment at which the target gear is fully engaged and a moment at which the clutch reaches the gripping point, the result of said comparison, and a failure of the engagement of the target gear.

24. (New) The method as claimed in claim 20, wherein the safety period t_{saf} is varied as a function of at least one of a third interval t_{act} between a moment at which the target gear is fully engaged and a moment at which the clutch reaches the gripping point, the result of said comparison, and a failure of the engagement of the target gear.

25. (New) The method as claimed in claim 21, wherein the desired profile of the clutch position is changed as a function of said comparison.

26. (New) A control device for operating a drive train of a motor vehicle with an automated gearwheel change gearbox, an automated clutch, and a control device for controlling the gearwheel change gearbox and the clutch, the clutch being opened when shifting takes place from an original gear to a target gear of the gearwheel change gearbox, comprising:

means for triggering the clutch for closing before the garget gear is fully engaged, and

means for determining a triggering moment (t_{trig}) for the automated clutch as a function of at least one of operational parameters and state variables of the drive train.

27. (New) The control device as claimed in claim 26, wherein the triggering moment (t_{trig}) is determined as a function of a desired profile of a clutch position during closing of the clutch.

28. (New) The control device as claimed in claim 27, wherein the desired profile has a smaller gradient within a range around a clutch gripping point than outside said range.

29. (New) The control device as claimed in claim 26, wherein determining the triggering moment (t_{trig}) comprises determining a first interval t_{eng} which is necessary in order to engage the target gear and a second interval t_{grip} which is necessary in order to reach the gripping point of the clutch to determine the triggering moment (t_{trig}) from said intervals.

30. (New) The control device as claimed in claim 27, wherein determining the triggering moment (t_{trig}) comprises determining a first interval t_{eng} which is necessary in order to engage the target gear and a second interval (t_{grip}) which is necessary in order to reach the gripping point of the clutch to determine the triggering moment (t_{trig}) from said intervals.

31. (New) The control device as claimed in claim 29, wherein a safety period (t_{saf}) is taken into consideration in determining the triggering moment (t_{trig}).

32. (New) The control device as claimed in claim 31, wherein a safety period (t_{saf}) is taken into consideration in determining the triggering moment (t_{trig}).

33. (New) The control device as claimed in claim 31, wherein the safety period (t_{saf}) is variable.

34. (New) The control device as claimed in claim 32, wherein the safety period (t_{saf}) is variable.

35. (New) The control device as claimed in claim 26, wherein the safety period t_{saf} is varied as a function of at least one of a third interval t_{act} between a moment at which the target gear is fully engaged and a moment at which the clutch (14) reaches the gripping point, the result of said comparison, and a failure of the engagement of the target gear.